

PROSPECTUS OF OLIVERS FREEHOLD MINES, LIMITED.

INCORPORATED UNDER THE ORDINANCES OF HONGKONG 1865 TO 1891, BY WHICH THE LIABILITY OF SHAREHOLDERS IS LIMITED TO THE AMOUNT OF THEIR SHARES.

GENERAL MANAGERS:
JOHN D. HUMPHREYS & SON.

CAPITAL.....\$300,000
DIVIDED INTO 15,000 "A" OR VENDORS' SHARES AND 45,000 "B" OR ORDINARY SHARES OF \$1 EACH.
(OF WHICH 10,750 "A" SHARES AND 5,000 "B" SHARES HAVE BEEN ALLOTTED AND 1,250 "A" SHARES AND 25,000 "B" SHARES ARE NOW OFFERED FOR SUBSCRIPTION.)

TERMS OF SUBSCRIPTION FOR "B" SHARES: \$1.00 PER SHARE ON APPLICATION.
\$1.50 PER SHARE ON ALLOTMENT.

The balance at call in instalments. Two months' notice to be given in respect of each instalment called up.
Any person may apply for 1 "A" share for every 20 "B" shares applied for by him. The "A" shares are payable, \$1 on application and the balance, \$4, on allotment.
Application for Shares accompanied by a deposit of \$1 per Share must be sent in to the HONGKONG AND SHANGHAI BANKING CORPORATION at its Head Office or at any of its branches on or before the 16th day of January, 1896.
For forms of application apply in Hongkong to JOHN D. HUMPHREYS and SON, General Managers, or to A. S. WATSON & CO., LIMITED, at Canton, Foochow, and Shanghai.
The Company was formed to acquire and has purchased the Olivers 100 Acre Freehold and other properties adjacent thereto belonging to the Vendors with the Machinery, Stamp, &c., thereon for the price of \$50,000, which has been paid and satisfied by the allotment to the Vendors of 10,000 fully paid "A" or Vendors' Shares, and has also purchased the Eureka Mine and the plant and machinery connected therewith situate on the Eastern boundary of Olivers Freehold for the price of \$35,000, which as to \$10,000 has been paid and satisfied by the allotment to the Vendors of 2,000 fully paid "A" or Vendors' shares and as to \$25,000 the balance is payable in cash.
All shares participate equally up to 25 per cent. per annum yearly dividend on the amount paid up on each share, but all profits in excess are divided equally between the holders of "A" Shares and "B" Shares.
It is not contemplated at present to issue any more shares, but should it become desirable to develop the property on a larger scale the General Managers will propose to the Shareholders that the balance of shares, viz., 15,000 "B" Shares or such part thereof as may be thought advisable be issued.

The following is the Report on the property made by Mr. J. D. HUMPHREYS:—
I arrived in Sydney on Saturday, the 13th July last, where I met by appointment Mr. CHARLES WILLIAMS, a mining expert from Victoria. Mr. WILLIAMS has been personally known to me since 1854; I have absolute confidence in his integrity, skill, and judgment. We left Sydney together on Tuesday, the 16th July, and arrived at Mount McDonald on the day following, and commenced our inspection the same afternoon.
The Freehold consists of 100 acres of auriferous land in the form of a direct square, each side of which measures 2,087 ft. 6 in., or 655 yards, 2 feet, 6 inches.
The position is to the West of the Eureka Gold Mine, and extends at right angles from its own Eastern Boundary in a Westerly direction, across a creek or water course to the opposite range of hills, on the Northern slope of which the greater part of its area lies. The water course which runs through the Freehold divides two ranges of auriferous hills, and finally empties itself into the River Lachlan, about three miles to the South of the dam of the reservoir which supplies the battery belonging to the property, situated at Mount McDonald in the district of Carcoar in the province of Bathurst, New South Wales.
The Battery itself is to the West of the reservoir, and consequently on the Western side of the creek near the Southern boundary of the property, and its site was selected with excellent judgment as quartz can be carried to it or trollyed to it not only from all parts of the Freehold itself but from all the workings in the neighbourhood at little cost. The Machine house, moreover, being close to its water supply, involves no waste of power in feeding the boilers.
The Water Supply consists of a reservoir formed by a dam across the creek, and is fed by a watershed of considerable extent embraced by the surrounding hills, and I was informed by men who had been working on the ground for years that the supply never failed in the driest season, from which I inferred that the rainfall is supplemented by subsoil drainage and springs. For fuel there is abundance of good timber in the vicinity.
The Machinery we found to be of the best description and comprises a first-class engine and two good boilers. There are 4 batteries of 5 head of stamps capable of crushing about 20 tons a day in all, as well as 3 pans, shaking tables, and all necessary machinery for extracting from the ore the greatest amount of gold it will pay to take out.
The inspection of the rest of the Freehold was greatly facilitated by the whole of the scrub having been cut down before we arrived, so the estate was laid bare and could be viewed from a convenient spot on the hill from end to end.
A party of Tributers, at work on the Freehold not far from the battery, was raising ore which yielded over 2 ozs. to the ton at each crushing. The men informed me that they discovered the reef on the surface in walking over the hill after rain, by observing gold in quartz at the bottom of a cart rut which had been washed clean by the water flowing through it.
The old workings are of the most primitive description, having evidently been made by alluvial miners unaccustomed to quartz. The reefs were worked from the surface down without timbering, until it became dangerous to go deeper. None of these workings were any depth, and the numerous heavy finds of gold were all found near the surface. That much of the quartz must have been very rich is certain, for it is said about 100 ozs. of gold of the finest quality were obtained by the owners of the battery at the time from recrushing and washing the tailings. One working not far from the battery yielded to 2 ozs. of gold to the ton, and 2,700 worth of gold was taken out of a hole a few feet deep just below the dam.
It is seen by examining the old workings which still exist that they were mined by men unaccustomed to cope with quartz mining difficulties. This work is of the crudest description and it is evident that as soon as water was reached in sufficient quantity to require machinery, or because the earth began to fall in or became dangerous through being untimbered, the mines were abandoned. This part of the district was, moreover, at the time infested by bands of desperate bushrangers who rendered residence there very undesirable. It was a long time before the Government was able to hunt them down, owing to the nature of the country.
Undoubtedly large deposits of gold, and probably exceptionally rich deposits, will be found when these reefs, which proved so good on the surface, are worked to a depth by quartz mining experts under honest and experienced management, backed by sufficient capital. The ground is already prospected; it is well known where the gold has been got near the surface, and it is only necessary to sink properly timbered shafts and get below these old workings and work up. Some of these shafts will require pumping gear.
As far as I know, it has never been heard of that quartz reefs rich in gold near the surface failed to yield good results at a greater depth. Such reefs have been profitably worked on Bendigo and other places to a depth of close on 3,000 feet, and are still at work after 40 years. Given sufficient capital economically administered or expended, as it would be in any other business expected to pay, I am of opinion that better results will be obtained from the working of Olivers Freehold Mines than are obtained by 99 out of 100 of the Gold Companies floated in London and elsewhere. Eureka Mine lies on the Eastern boundary of Olivers Freehold and consists of several Gold Mining Leases lying between the Queen Mine on the North and the Great Eastern Mine on the South. It will be seen by reference to the map that to the South of the Great Eastern Mine there lies on either side of the creek which runs through the Freehold and discharges itself into the Lachlan River have been secured, thus giving to the Company a magnificent water supply.
The new shaft of the Eureka has been sunk to a depth of 85 feet. The old workings before the miners were flooded out yielded to a depth of 120 feet not less than 1 oz. of gold per ton, with occasional better results. This is recorded in the Government Reports.
It is in this mine that the Company's operations will commence by deepening the new shaft by about 120 feet. This shaft has been properly timbered as far as it goes and is surrounded by poplar beams in the vicinity of which is a machine house with necessary winding and pumping gear for treating the mine from water. All were in good order and fit to commence work when inspected.
The further sinking of the shaft is not through difficult ground and the cost of labour and properly timbering will be only about £5 per foot. When deepened, sufficient tunnels will be driven to the North and South and the reef will be worked upwards, which is the most economical plan.
The amount of water to be dealt with of course increases the cost of mining and renders it impossible for ordinary working miners to develop such properties on their own account, but it is not disadvantageous for those having means in a country subject to drought.

One of the drawbacks to the development of mining in the district has been that there was no proper accommodation for miners of the better class with their wives and families, and it is proposed to build a few comfortable cottages to induce this class of men to settle on the property.
The operations of the Company will at first be limited to deepening the Eureka new shaft and driving tunnels through the reef. It is confidently anticipated that this mine being taken over in a working condition will pay expenses from an early date and within a short time will give good results. A map of the mines is attached and also a map of New South Wales showing Railways and the direction of the Reefs running through the property with the position marked of some of the principal mines:—

- Viz:—No. 1.—Ophir—where Gold was first discovered in Australia.
No. 2.—Lucknow—The Westworth Proprietary Company, £500,000 Capital.
No. 3.—Mount MacDonald—Olivers Freehold Mines including Eureka.
No. 4.—Adelung—Gibraltar Gold Mining Company floated in London, October 1895, Capital £300,000 fully subscribed.

JOHN D. HUMPHREYS & SON,
GENERAL MANAGERS,
HONGKONG.

Today's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUAKIM, MASSAWAH, HODEDDA, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"GISELA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

These vessels bring on Cargo

From Calcutta, ex S.S. "AGLAIA," transhipped at Colombo.

From Trieste, ex S.S. "IMPERATRIZ," transhipped at Bombay.

From Venice, ex S.S. "CARLOTTA," transhipped at Trieste.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before Noon TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Underwriter before Noon on the 20th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER & Co., Agents.

Hongkong, 13th January, 1896. [19]

GOVERNMENT NOTIFICATION.

No. 5.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 20th day of January, 1896, at 3 P.M., are published for general information.

By Command,

J. H. STEWART LOCKHART,

Colonial Secretary's Office,

Hongkong, 4th January, 1896. [129]

Particulars and Conditions of the letting by Public Auction, to be held on Monday, the 20th day of January, 1896, at 3 P.M., by Order of His Excellency the Governor, of One Lot of Crown Land, at Shaikwan West, in the Colony of Hongkong, for a term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Regd. No.	Locality	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Up. Occupier.
1.	10.	Shaikwan West.	88 112 200 119 15 250 86	1,233		

ST. JOHN'S LODGE

OF HONGKONG, No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 13th instant, at 8 for 8.30 o'clock precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 13th January, 1896. [108]

ROTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on MONDAY, the 20th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 13th January, 1896. [130]

VICTORIA CHAPTER, No. 535, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 21st instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 13th January, 1896. [151]

Intimations.

BY SPECIAL APPOINTMENT.

WATKINS & CO.,

SOLE AGENTS in HONGKONG and the EMPIRE OF CHINA FOR

SCOTT & BOWNE, LD.
Scott's Emulsion and Plasters.

THOMAS BEECHAM.
Beecham's Pills, &c.

BOVRIL, LIMITED.
Bovril and Bovril Wine.

BERKEFELD CO., LIMITED.
Tap and House Filters.

GRANVILLE & CO.
"Essels" Field and Powder.

FRANCIES & CO., LIMITED.
(Nile Brand) Portland Cement.

THEO. RICKSECKER.
Perfumes and Toilet Regalia.

COLUMBIA CHEMICAL CO.
Animal Extracts, &c.

WATKINS & CO.,

65, Queen's Road Central.

SPECIAL TERMS OFFERED TO DEALERS.

Today's Advertisements.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED AND REDUCED.

NOTICE TO SHAREHOLDERS.

THE FIFTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the COMPANY will be held at the Office of the COMPANY, No. 18, Bank Buildings, Queen's Road Central, on FRIDAY, the 31st instant, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 31st instant, inclusive.

By Order of the Board of Directors.

T. ARNOLD,
Secretary.

Hongkong, 13th January, 1896. [127]

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"POLYPHEMUS,"

Captain Goodwin, will be despatched as above TO-MORROW, the 14th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th January, 1896. [1817]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"MYRMIDON,"

Captain Brown, will be despatched as above TO-MORROW, the 14th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th January, 1896. [128]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, VIA SWATOW.

(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and PORTS on the YANGTZE.)

THE Company's Steamship

"TAISANG,"

Captain H. W. Hogg, will be despatched as above TO-MORROW, the 14th instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 13th January, 1896. [133]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched on WEDNESDAY, the 15th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th January, 1896. [122]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Steamship

"HOHENZOLLERN,"

Captain P. Wetlin, will leave for the above Ports on or about SUNDAY, the 19th instant.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th January, 1896. [88]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship

"KARLSRUHE,"

Captain H. Walter, due here with the outward German Mail about the 18th instant, will leave for the above place about 24 hours after arrival.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 13th January, 1896. [88]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYVADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSENGERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [1650]

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 13, 1896.

NOTES AND COMMENTS.

One side of a story is true until the other is told. At present in connection with the *Flintshire* case, at Saigon, there has only been made public the Captain's statement of the affair, and until the evidence on behalf of the French Government is made public we have no means of determining, with safety, the true merits of the dispute, and have no right to say the conviction of the Captain and his sentence are unjust or excessive. On the face of it, the Captain's account of the transaction from beginning to end appears reasonable and probable. No sane man in his position would ever dream of taking deserters from the French Army on board in Saigon; the risks would be too great and the penalty too severe. That deserters from the French forces endeavoured to get away by the *Flintshire* is reasonably clear, unless the whole thing was a prearranged trap, which we cannot suppose in the absence of any evidence pointing in that direction. It does not appear that when the deserters first visited the ship there was anything in their dress or appearance that could induce any one to believe that they belonged to the French Army or Navy; and at most the Captain was in fault in not at once declining to discuss the subject with them and in not referring them to the office of the agent of the steamer, where alone, strictly speaking, application for passage tickets should be made. If the master of the *Flintshire* had knowingly endeavoured to assist the deserters to escape, his sentence is a comparatively light one. If he had no knowledge or means of knowledge that they were endeavouring to evade their military responsibilities or even that they belonged to the French military forces, then of course he was perfectly innocent and liable to no punishment. It seems to us that the British Government should at once apply for and obtain copies of the evidence taken on the preliminary investigation and on the trial, and examine for itself whether that evidence was such as to justify a conviction. Until that is done, or until the French Government themselves publish the evidence officially, there will be a very uncomfortable feeling in the public mind that Captain BALLANTYNE's sentence is not justified by the mere fact that masters of British steamers at Saigon have to be very circumspect in their dealings with everybody and everything French. We should be glad to see, at the earliest possible date, some official report from Consul TREMBLETT on the whole affair.

What has become of the China Association? Has it done anything in connection with the Military Contribution? Does it mean to do anything? It seems to be almost moribund. Not so, however, the Navy League respecting which, on the 10th instant, we published a letter signed "Scotchman" asking where the Hongkong branch of the League is located. We do not believe that it has as yet any fixed habitation. It is a "going concern," but rather slow going. We understand there are over 80 members in Hongkong, and that Mr. E. W. Mitchell is the Honorary Secretary, to whom we beg to refer our correspondent. We should be very glad to see a more active propaganda on the part of the Navy League. It must put itself a little more strongly in evidence, and agitate, if it wants to render effective service to the cause.

The fuller our intelligence from South Africa the more disastrous, apparently, have been the results of Dr. JAMESON's ill-fated expedition and the more gloomy the prospect. According to the earlier telegrams the President of the Transvaal was expected to deliver all his prisoners unconditionally to Sir HERCULES ROBINSON at the frontier. The latest telegrams, however, set forth that twenty-two of the leaders of the Johannesburg raid have been arrested on the charge of high treason against the Transvaal Commonwealth, although we must say it is not clear as yet whether the promise referred to in the first telegram referred solely to Dr. JAMESON and his companions or included all British subjects inculpated in the rising. The Englishmen in the Transvaal attempting to effect a revolution and having failed they are merely rebels, and are subject to the jurisdiction of the Transvaal Courts for their offence against the State, and that offence is undoubtedly high treason. With the support of France and Germany the Boers may feel strong enough to attempt to enforce their right of punishment to the fullest extent, but we have hopes that President Kruger will manifest the same prudence and wisdom in the future as he has in the past, and will be satisfied with such moderate atonement for the offences committed against the State as will not excite any feelings of anger and indignation among the friends and relatives, and fellow-countrymen of the sufferers. The Boer State has the right to punish all those resident in its towns, no matter what their nationality, who have taken up arms against its authority, no matter what their grievances. Dr. JAMESON and his men are in a different position, and must be treated as prisoners of war. President Kruger seems to recognise the difference. There appears to be no connexion between the movement on Johannesburg and the complaints presented to the British Government with respect to the atrocities committed by the Boers against the native races.

TELEGRAMS.

REUTER'S MESSAGES.

FURTHER NAVAL PREPARATIONS.

LONDON, January 10th.
Flotillas of torpedo destroyers have been ordered for service with the Flying and the Channel Squadrons.

THE TRANSVAAL INCIDENT.

LONDON, January 11th.
Twenty-two of the leaders of the Johannesburg raid, including Colonel Rhodes, Mr. Lionel Phillips and Sir Drummond Dunbar, have been arrested on a charge of high treason.

CABINET COUNCIL SUMMONED.

A Cabinet Council has been summoned to meet in London to-day.

(From Japanese Papers.)

A COSTLY FUNERAL.

TOKYO, December 31st.
It is stated that the expenditure in connection with the State funeral of the late Queen of Korea, who was murdered on October 8th, has been fixed at 70,000 yen.

REFORM IN KOREA.

TOKYO, December 31st.
In the royal edict issued by the King of Korea directing the officials to get their hair cut, His Majesty announces that he will command his Majesty's troops to be cut first.

TOKYO, January 3rd.
A dispatch from Seoul says that Lidoal, the Minister for Education, has disappeared, having an objection to the hair-cutting ordinance. It has been decided that those who cut their hair in European style need not put on mourning (for the late Queen), and may dress in foreign clothes.

THE SILK MARKET.

YOKOHAMA, January 3rd.
The silk market remains glutted. Only 33 sh were sold to-day.

THE OSAKA SHOSHEN KAISHA'S DIVIDEND.

OSAKA, January 3rd.
It is stated that the dividend of the Osaka Shoshen Kaisha for the past year will be about 18 to 20 per cent, the increase of dividend resulting from the profits made by the chartering of the Company's steamers by the Government during the late war.

THE JAPANESE SETTLEMENTS IN CHINA.

TOKYO, January 6th.
The negotiations respecting the Japanese Settlements at the newly opened Chinese ports are not progressing very rapidly. Li Hung-chang persists in his objections to any separate Settlement being established unless Chinese officials shall have full control.

THE JAPANESE STEAMER SERVICE TO EUROPE.

TOKYO, January 6th.
The Government has decided to ask the Diet for a vote of one million yen as a subsidy for running steamers to Europe. The Nippon Yusen Kaisha, it is reported, have resolved to increase their capital to 15,000,000 yen before commencing the service.

KOREAN AFFAIRS.

SEOUL, January 6th.
Further riots are reported from Whanghae-do. M. Sprey, the new Russian Minister, arrived at Chemulpo last night, and is expected here to-day.

To-morrow the Korean Independence Day celebrations will be held in the grounds of the ancestral temple. The "Emperor," in European full dress uniform, will hold a review of the troops.

THE JAPAN-CHINA COMMERCIAL TREATY.

Kobe, January 4th.
It is stated that the negotiations in reference to the Japan-China Commercial Treaty, which are being conducted by Li Hung-chang and Mr. Hayashi, are not proceeding very smoothly. There is a hitch over the extra-territoriality question, especially in regard to the new ports opened in China, and it is also said that the Chinese Government wish to withdraw from some of the obligations of the Baku Treaty, so that it is even thought probable that the intervention of the Triple Alliance will be necessary to insist on the adherence of the Chinese Government to the Treaty stipulations. Such at least is the report current in Tokyo. —Chronicle.

THE "EDGAR" RELIEF FUND.

HONGKONG, January 13th.
The Honorary Treasurer of the Edgar Relief Fund begs to acknowledge with thanks the following donations:

H. M. Plover.....\$ 64
Officers Mess, First Battalion Rifles..... 25
Brigade..... 25
Mr. F. Matland..... 25
"Pat"..... 2

Brought forward.....\$ 95
Total up to date.....\$ 95

LOCAL AND GENERAL.

THE *Belgic* came out of dock yesterday.
A COMPLETE report of the Army races is "crowded out" of this issue.

THIS evening Mr. Wm. Farmer meets Mr. T. S. Wo-de in a billiard match at the Hongkong Hotel.

A REGULAR meeting of St. John's Lodge, No. 618, S.C., will be held in the Freemasons' Hall, Zealand Street, this evening, at 8.30 p.m. precisely. Visiting brethren are cordially invited.

THE *Titania* Times of the 21st ult.,—The arrangements for the construction of the railway to Peking are being pushed forward rapidly. We are informed that the contract will be offered on tender, and that the tender will be out in about a week from now.

It is probable that next Wednesday morning our deservedly popular Chief Justice, Sir Fielding Clarke, will occupy the Upper Bench for the last time prior to his departure from the Colony. It is probable, too, that the Hon. the Attorney General will avail himself of this opportunity to address his lordship on behalf of the members of the Bar.

A NEW PLAQUE! Intelligence has reached Koba from Hachijo Island, in Izu province, of a new plague affecting almost every child. It is described as an atrocious disease, often ending fatally, and the doctors are unable to ascertain the cause of it. The *Yomiuri* states that the Home Department will send a batch of sanitary officials to the infected district to investigate.

THIS excursion trip to Macao yesterday by the Hongkong, Canton and Macao Steamboat Company's "greyhound," *Honam*, Commodore Lefavour, was a huge success from every point of view. The weather was delightful, the sea calm as a mill-pond, the liquors excellent, and the gallant skipper and his officers just all that could be desired.

WE observe from a copy of the *Times* received by the mail to-day that the report of the Westworth Gold Fields Proprietary Company (Limited)—referred to in the prospectus of the Westworth Gold Fields Proprietary Company (Limited)—for the year ending September 30th states that the value of the gold produced and other revenue was £234,338, which added to £18,208 brought forward an aggregate £252,546. The expenses amounted to £42,668, and the Directors have written off £10,877 from the development and plant accounts, recommend a further dividend of 22 per share, free of income tax, and carry forward £23,999.

ATTRACTED by the stench which had hung over the road yesterday and this afternoon, a reporter of the *Hongkong Telegraph* and a well-known "sport" this afternoon searched the picturesque woods on either side of the Public Garden, Glenside Road, and ultimately succeeded in tracing the source of the stench to the dead body of some animal which had been thrown into a culvert at the side of that road, well wrapped up in matting and was in a very high state of decomposition. This had, from appearances, been there for ten days or so, and it speaks little for the care of our great sanitarians and the police that it was not removed long ago.

LAST Saturday afternoon the parents of a little boy, eight years of age, living at No. 35 Centre Street, reported to the police that their son was missing, and yesterday morning a Chinese constable found the body of the poor lad lying at the head of the public running between Upper and Lower Richmond roads. He had evidently been murdered, for his *gusun* was tightly tied round his neck, and his black face showed it was a case by strangulation. A jade-stone bracelet worn by the deceased was cracked but not taken away, while a silver anklet was missing. There was a small cut on the head, but whether inflicted before or after death only a *post mortem* will disclose. After the doctors have examined the corpse a coroner's inquiry will be held. The detectives have the case in hand, but so far have found no clue to the perpetrator of this revolting crime.

THE historical pearl robbery scandal business has come to a standstill for the present, owing to the disappearance of the principal persons concerned in it. The hairdresser, Feng Ah-tim, who was sentenced to three months' imprisonment for giving false information to a pawnshop-keeper, and who was liberated on bail pending appeal, failed to appear "on time" and her bail has therefore been forfeited, and she is now very much wanted by the police. The youth who was first convicted of stealing the pearls and was afterwards pardoned, as reported in this journal the 9th, cleared out of the colony as soon as he was released. For these reasons the contemplated prosecutions for perjury and false accusation have had to be abandoned. The woman Ho Chat and her maid-servant, who said she gave the jewels to the youth, are reported to have performed the ever-popular "Vanishing Act," so it is probable that what once promised to become a sensational *casse d'opere* must be considered as "dead off" for ever and ever.

THE returns of the number of visitors to the City Hall Museum for the week ended Jan. 12th, are:—Europeans, 163; Chinese, 1,635; total 1,798.

A REGULAR meeting of the Ethen Mark Lodge, No. 264, will be held in Freemasons' Hall, Zealand Street, on Monday, the 10th inst., at 8.30 p.m. precisely. Visiting brethren are cordially invited.

A REGULAR Convocation of Victoria Chapter, No. 125, will be held in the Freemasons' Hall, Zealand Street, on Tuesday, the 21st inst., at 8.30 p.m. precisely. Visiting companions are cordially invited.

THE fifty-sixth ordinary half-yearly meeting of shareholders of the Hongkong, Canton and Macao Steamboat Co., Ltd., will be held at the office of the Company, No. 18, Bank Buildings, Queen's Road Central, on Friday, the 31st inst., at noon.

A TORY journal, which writes with considerable authority on Service affairs, takes *Truth's* view of Prince Henry's appointment, thus:—

While it would be ungracious to examine too closely the motives of Lord Wolsey in allowing H.R.H. to take part in the campaign, we cannot but regret the decision. If there is to be war it must be a soldier's game, and Prince Henry is not a soldier. He can be of no use, but he can be very much in the way. The Ashmolean Expedition is not a *batue*; it is stern business, and many men far better qualified than Prince Henry have had their service refused. We trust H.R.H. will escape injury, but should he fall we also hope there will not be another Captain Carey escape.

LAST Saturday a seaman of the British ship *Highland Forest* was charged before the Marine Magistrate with refusing duty while at sea. The master of the *Highland Forest* stated that the defendant refused to work for a month before reaching Hongkong on the ground that he was unwell, but when examined by a doctor on arrival in harbour he was certified as "perfectly fit for duty." The Court thereupon sentenced the defendant to seven days' imprisonment immediately after this charge against the master of the ship of striking a seaman on the 14th October, while at sea, was heard. The evidence of a number of seamen was led, but their "talk" failed to substantiate the charge to the satisfaction of the Magistrate, so the case was remanded for the purpose of getting the evidence of a man in hospital who was said by the complainant to be a very material witness.

THE monthly competition for Captain McCullum's Cup, to be fired for by the members of the Field Battery, Hongkong Volunteers, was contested for on Sunday the 5th and Thursday the 6th of this month, instead of the first Saturday of every month. It was won for the first time by Gunner A. Brown with the fine score of 3, 3, and 29 at the 200, 400, and 600 yards respectively. His total, with the 8 points allowed, raising the record to 99. Gunner Brown fired on Saturday and made a record of 33, 33, and 27 at the same ranges, his total, including handicap points, being 100—a very creditable performance. Corporal Erling was second with 92 points (and 3 handicaps) with Gunner Stewart third, scratch, with a score of 82. This cup becomes the property of the one who wins it the most times during the year, and we shall be one amongst many who will be glad if Gunner Brown wins this evidence of good marksmanship. If indismissible perseverance gets him anything he will surely "get there."

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents to this column.)

RE THE "BONNINGTON."

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."
SIR,—I hope that, after the public have read your report of the voyage of the steamer *Bonnington*, some honour may be done to Captain Leighton, his officers, engineers, and crew, after their terrible experience, and for showing, as they have that all British pluck and energy has not yet died out in the British Mercantile Marine.

WILLIAM T. IRVING.
Master, S.S. *Boynston*.
Hongkong, 13th January, 1896.

NEWS BY THE ENGLISH MAIL.

LONDON, December 13th.

Messrs. L. H. Clayton and R. Scott have been appointed Eastern Cadets for service in Hongkong and the Straits Settlements.

Messrs. Matheson and Co. announce the numbers of the sixth drawing of bonds to the amount of £15,000 of the China Tientsin Railway Company's guaranteed five per cent. Loan of £150,000 drawn for payment on Jan. 1st next.

The Chinese Minister to America, his Excellency Yang-Yü, is a passenger by the *St. Paul*, which sails from Southampton for New York. He is an extraordinary and minister plenipotentiary to Sp. in as well as to the United States, and has been on a visit to Europe.

The remains of Mr. George Augustus Salway, interred at the Home Cemetery, West Brighton, yesterday in the presence of many of his journalistic colleagues and personal friends. A requiem service was previously held at the Roman Catholic Church of the Sacred Heart, Norton-road.

In regard to the projected Chinese loan, stated to be for about 200,000,000, or 10,000,000,000, the arrival of Herr von Brandt, the former German Minister at Peking and now delegate of the German financiers, is anticipated with interest. He is coming home from China and will soon be perhaps an important concession from China.

Reuter's Rome correspondent telegraphs that Cardinal Persico, Prefect of the Congregation of Indulgences and Sacred Relics, is dead. Cardinal Persico, it will be remembered, was the prelate chosen by the Pope to visit Ireland and report to him upon the working of the Plan of Campaign and its concomitant system of boycotting.

The late Mr. Henry Seebohm, it is stated, has bequeathed his magnificent ornithological collection, in some respects probably the finest private collection of the kind in the country, to the trustees of the British Museum. The skins number several thousands, all of them in a perfect state of preservation, for Mr. Seebohm spared neither expense nor trouble in obtaining the best possible results from skilled collectors, whom he employed in all parts of the world.

John Callen, forty-eight, a Chinaman, belonging to Swatow, China, and described as a ship's cook, was again charged at the Thames Police-court on the 7th inst., on remand, with the willful murder of Sing Fat, a Chinaman, on board the British ship *Grand Canyon*, when on the sea, on 22nd ult. Mr. Lee prosecuted on behalf of the Treasury, and the Rev. George Piercey acted as interpreter. Mr. Meade committed the prisoner, who reserved his defence, for trial.

It is not improbable that Sir Charles Tupper, the High Commissioner for Canada, who has left London for the Dominion to confer with the Premier, Sir Mackenzie Bowell, respecting the proposed Pacific cable and steamship services, may not resume his duties here. It is common information among his friends that on the death of Sir John Thompson, the then Canadian Premier, the post was offered to him, but declined. It is now stated in Anglo-Canadian circles that Sir Mackenzie Bowell is willing to relinquish his position at the head of the Government in favour of Sir Charles Tupper.

Sir D. Salomons presided on 10th inst. at a meeting held in the Cannon-street Hotel, to consider the advisability of forming an association to promote self-propelled traffic and horseless carriages for this country. The chair first step must be to obtain an Act of Parliament, which must give the same freedom to self-propelled traffic as was given to horse traffic at the present time. The association would endeavour to protect not only the manufacturers, but also the users of the carriages and carts. He moved a resolution for the formation of a self-propelled traffic association, incorporated with £1 liability, under the Companies Act. The resolution was unanimously carried, and an executive committee was appointed, with Sir D. Salomons as president.

A discussion has been started by an article in *The Times* depicting the apathy of our Government towards scientific and commercial research. The correspondent of *The Times* at Berlin points out that German industries, under judicious State stimulation, have made immense strides during the last quarter of a century, and yet no attention has been paid here to a fact so overwhelmingly important for this country. We are on every side, from those who are already suffering, that our industries are being ruined by German competition; yet no authority sets an eye to discover the reason, or a finger to invent a remedy. The reason is to be found in improved methods based on scientific researches, without which industry in these days is simply prostrate.

A telegram from Aden states that Major Sandbach, R.A., who came out there from Woolwich a few weeks ago to shoot in Somalia, has had both hands and arms crushed by a wounded lioness. The animal had been driven out of a thicket by beaters, and Major Sandbach severely wounded her. The head Shikari, who was beside the Major at the time, discharged both barrels of the second gun, but the lioness sprang upon him and killed him by a blow on the head from her paw. Major Sandbach then fired another shot, which brought the lioness upon him. Not having another cartridge he rammed the barrel of his gun down the animal's throat, the jaws closing upon his arm, and in trying to force them open his other hand arm got bitten. The lioness was finally speared. Major Paget brought back the injured officer to Aden for medical aid, ten days being occupied on the journey. By that time gangrene had appeared in one arm, which was amputated. A later telegram announces that Major Sandbach has succumbed to his injuries.

Emile Arton, who is alleged to have taken a prominent part in the Panama scandals in Paris, was again brought before Sir J. Bridge at Bow-street on the 6th inst., and charged with a series of offences against the French laws. Mr. A. Newton, who appeared for Arton, declared that he had evidence to prove that the French Government had been "conquering with justice" in this case. He alleged that in 1891 a M. Dupont went to Venice and offered Arton terms of surrender, while last month M. Ricard, a member of the present Government, sent over an autograph letter to Arton, and offered, through the bearer of that letter, that if he would give up certain papers he should have "a favourable sentence, jury, and public prosecutor," as well as a sum of money. M. Tallier, who appeared to prosecute, said he denied the whole of these allegations, and Sir J. Bridge, summing up, said he was in a dilemma as to whether to grant the application for extradition.

It appears that a vigorous attempt is being made to enter and improve the cultivation of

late in the French possessions in Indo-China. The soil of Indo-China, Annam, and Tonking is said to be well suited to the growth of the fibre, which has already been successfully cultivated there; the production has been exported by way of Hongkong to China and Japan. A French firm in Indo-China is now promoting an extension of the enterprise with improved appliances. They are said to anticipate a largely increased sale of jute in both China and Japan, and it is also proposed to erect spinning and weaving mills in Annam and Tonking.

NAVAL AND MILITARY.
LONDON, Dec. 13th.

The ships on the China Station will soon be supplied with Magazine rifles.

H.M.S. *Naval* arrived at Malta on the 12th December en route to Hongkong.

The *Immortalist* left Gibraltar bound for Hongkong on the 9th December.

On 1st January, 1896, the *Pallas* will be commissioned at Portsmouth to relieve the *Canada* on the North American station.

There is a rumour that the Admiralty are elaborating a scheme for the addition to the Navy of a considerable number of officers and men. No plan will be acceptable which does not provide for the admission of many more cadets, or very young officers from the mercantile marine, preferring the former and for the formation of a proper Fleet Reserve.

The Secretary of the United States Navy considers it necessary to demand from Congress provision for an additional 2,500 men, the existing establishment of bluejackets being entirely employed afloat, and not a man being available for the commissions of an extra vessel.

For the largest class of gun the Fletcher breech-loading mechanism, for the 6.5 in. D. H. gun, has been selected. From the 4 in. gun thus fitted five rounds have been fired in 17 seconds with a crew which had only two minutes' previous instruction.

The Germans are prepared to arm their auxiliary cruisers in a very formidable way. The larger and faster of these vessels, such as the *Furst Bismarck* and *Normanna*, will each carry not only eight 5 in. guns, but also two 10 in. guns, and four 12 in. guns, but also two second-class monitors, torpedo-boats, and sixteen Schwarzkopff torpedoes.

On the 11th inst. Lord Walter Kerr, as Commander of the Channel Squadron, hoisted his flag at Portsmouth on the *Majestic*, and in a day or two the other ship, the *Magnificent*, built at Chatham, will also be passed into the Channel Squadron. These two vessels are, without doubt, the most formidable fighting craft afloat.

In the defensive armour, and in offensive equipment, the *Majestic* and *Magnificent* are the most powerful vessels afloat. The *Majestic* is armed with 10 12 in. guns, 4 6 in. guns, and 4 18 in. torpedoes, and the *Magnificent* with 10 12 in. guns, 4 6 in. guns, and 4 18 in. torpedoes.

Naval appointments.—The following appointments were yesterday notified at the Admiralty:—The *Albatross*, additional, for service at Westport; Chaplain and Naval Instructor, Rev. J. Berry to the *Albatross*, additional, for service at Royal Naval Barracks, Devonport; Chaplain, Rev. W. Law, H.M. Ship's Dockyard, Portsmouth; Rev. S. A. Shore to the Royal Marine Light Infantry Division, Portsmouth; Fleet Paymaster Henry Marsh to the *St. Vincent*; Staff-Adjutant, Mr. C. Murdoch to the *Boiscaux*, additional for the *Albatross*; Midshipman H. P. Smith-Osborne to the *Albatross*.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty. The *Albatross* is a new vessel, built by Messrs. Harland and Wolff, and is the first of a new class of vessels, which will be built by them for the Admiralty.

Sp in her bows through which an ordinary vehicle could enter. Fortunately this is above the water line.

BURMA TEA—WHY NOT?

The question of tea growing in Burma as a profitable industry has, as far as we are aware, never been seriously considered, and yet there is no reason why it should not be one of the most paying undertakings in the country. When it is remembered that year by year India large incomes are realized from tea estates it seems a pity that such a source of wealth should be closed to Burma merely from want of enterprise. The rapid strides which tea growing has made in Assam, a neighbouring province, may be perceived from the fact that tea alone accounts for nearly 100 lakhs out of a total value of exports of 680 lakhs of rupees during the year 1895. Burma possesses an advantage, and an important one, over many parts of India in which the tea plant now flourishes: the tea plant is indigenous to this country, while it had to be acclimated and reared at much expense and trouble in India. There are, as a fact, flourishing estates in India which owe their origin to tea seed imported from some Shan plateau. The tea produced in Burma is of a coarse quality, unsuitable for liquoring, and the markets only as a pickled preparation. In fact, the natives do not understand the science of tea cultivation. We say science for it is now acknowledged everywhere that in the future, scientific methods of tea cultivation will be alone admissible if the industry is to remain profitable to those who undertake it. As mentioned above, the tea planter in Burma starts with the great advantage that the plant is indigenous to the country. There is another advantage, and one perhaps as important: All the knowledge which Indian and Ceylon planters have gained through years of toil at enormous expense, all the results of their patient and scientific experiments in manures, blights and other questions of vital importance in tea cultivation are at the disposal, at the cost of a few rupees, of the tea planter in Burma. He will not be groping in the dark as many of his Indian confreres have done, and although there is much still to be learned in connection with tea cultivation, the planter in this country need no longer or failure if he goes with his eyes open.

We do not, on the other hand, blind ourselves to the difficulties to be contended with. The chief difficulty is the want of labour, although greater one may exist in a reluctance on the part of the Government to lease land on favourable conditions. The latter obstacle would of course place the subject out of consideration altogether. The scarcity of labour would not be an insurmountable difficulty. Almost without exception imported labour is utilized in the Indian tea districts, and we see no reason why coolies who go readily to Assam and Cachet should not come to Burma. As the want of the quality of imported Chinese labour might be considered, and it would be a novel undertaking to make use of her own people in the competition which is now going on with China in the tea trade.

No time could be better than the present for the production of Burma tea. India and Ceylon combined, through Messrs. Blechynden and Mackenzie, the Commissioners of their respective Tea Associations, are exploiting the American market in the interests of British tea, and in Australia and South Africa the tea for Indian and Ceylon teas is growing rapidly. China, which formerly possessed the monopoly of the world's markets, is gradually falling behind, and when she is extinguished, as she no doubt will be, the demand for British tea will be enormous, and unless the cultivation is increased, beyond the supply. A start is required, and then in a very short time Burma will be in the field as a great tea supplier.—Rangoon Times.

GERMAN COMMERCIAL ENERGY.

LONDON, December 10th.

"Extraordinary interest" continues to be taken throughout

Intimations.

MR. ADWICK KEW.
(LATE OF P. & A. & NOBLE.)
HAS OPENED his Dental Rooms at No. 52, QUEEN'S ROAD, CENTRAL, a few doors from Messrs. GAUPP & Co.
Teeth filled or renovated, from \$1.00 upwards. CROWN and BRIDGEWORK inserted and Teeth EXTRACTED.
PLATES A SPECIALITY.
Hongkong, 7th June, 1895. [135]

TO SHIPMASTERS.

ENQUIRE where your FRESH WATER is obtained by the Water Boats; as FOUL WATER is the cause of much sickness on board Ship.
We are the only Water-Boat Company in Hongkong exclusively supplying FILTERED WATER.
Call Flag "W."
J. W. KEW & Co.
STEAM WATER-BOAT CO.,
18, PRINCE CENTRAL.
Hongkong, 7th October, 1895. [136]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS AND LUMBER Always on Hand.
L. MALLORY,
Hongkong, 24th June, 1895. [140]

ALEXANDRE'S
S. RUE LAFAYETTE, PARIS.
HARMONICS FOR CHURCHES, DRAWING ROOMS, SCHOOLS, &c.
FROM 2.4 UPWARDS.
Illustrated Catalogue sent free on demand.
APPLY TO
JOHN D. HUTCHISON, Esq., Hongkong.
Agents for M. OPPENHEIMER & Co., Paris.

LANGUID WOMEN
PALE CHILDREN
OLD PEOPLE, INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPTONE).
A DELICIOUS NUTRITIVE STIMULANT.
This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach. It is indicated in constitutional weakness, and lack of digestive power, for the aged, Anæmic, Dyspeptic, and Convalescent.
It helps sufferers from Consumption, Dysentery, Cancer, and Ulceration of the Stomach.
CHAPOTEAUT PARIS

Thin Children Grow Fat
On Scott's Emulsion, because fat foods make fat children. They are thin, and remain thin just in proportion to their inability to assimilate food rich in fat.
Scott's Emulsion
of Cod Liver Oil is especially adaptable to those of weak digestion—it is *partly digested already*. Astonishing how quickly a thin person gains solid flesh by its use!
Almost as palatable as milk.
Bottled & Bottles, London. All Chemists.
Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.
Hongkong, 27th March, 1894.

Shipping.

STEAMERS.

THE Steamship
FOR SHANGHAI.
"LYEEMOON."
Captains G. Heermann, will be despatched for the above Port TO-MORROW, the 14th instant, at 4 P.M.
For Freight or Passage, apply to SIEMSEN & Co.
Hongkong, 11th January, 1896. [126]

CHINA NAVIGATION COMPANY, LIMITED.
FOR YOKOHAMA AND KOBE.
"TAIWAN."
Captains Nelson, will be despatched on THURSDAY, the 16th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 11th January, 1896. [194]

THE Steamship
FOR KOBE (DIRECT).
"RHODORA."
Captains Williams, will be despatched for the above Port on FRIDAY, the 17th instant, at Noon.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 10th January, 1896. [129]

Intimations.

COMPAGNIE INDUSTRIELLE DES PROCÉDÉS
RAOUL PICTET
LIMITED. CAPITAL, £80,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
AGENTS:—Messrs. DODWELL, CARLILL & Co.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCOW.
THE Company's Steamship
"NAMO." Captain Hall, will be despatched for the above Ports TO-MORROW, the 14th instant, at Daylight.
For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 13th January, 1896. [125]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship
"ARRATON APCAR." Captain J. E. Hansen, will be despatched for the above Ports TO-MORROW, the 14th instant, at 3 P.M.
For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.
Hongkong, 8th January, 1896. [120]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT D. RWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Steamship
"CHANGSHA." J. E. Williams, Commander, will be despatched TO-MORROW, the 14th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A fully qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 10th January, 1896. [65]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT).
STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship
"GISELA." Captain A. Mitis, will leave for the above places on or about TUESDAY, the 14th instant.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 7th January, 1896. [93]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND SOERABAYA.
THE Steamship
"HUPEH." Captain Quill, will be despatched on SATURDAY, the 18th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th January, 1896. [95]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FOR LONDON AND LIVERPOOL DIRECT, VIA PORTS OF CALL.
THE Company's Steamship
"CHINGWO." J. Gray, Commander, will be despatched on or about the 19th instant.
For Freight or Passage, apply to HOLLIDAY, WISE & Co., Agents.
Singapore, 8th January, 1896. [101]

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "ANNANDALE" and "TEVIOTDALE.")
THE Steamship
"FALLODON HALL." Captain Kilvert, will be despatched for the above Port on or about 23d instant.
For Freight, apply to SHEWAN & Co., Agents.
Hongkong, 6th January, 1896. [82]

"SHIRAZ" LINE OF STEAMERS.
FOR LONDON, HAMBURG AND ANTWERP.
THE Steamship
"GLAMORGANSHIRE." Captain Vyvyan, will be despatched for the above Ports on SATURDAY, the 25th instant.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 3rd January, 1896. [1704]

FOR NEW YORK, VIA SUEZ CANAL.
(Following the S.S. "POLYPHEMUS.")
THE Steamship
"LENNOX." will be despatched about 4th February.
S.S. "PORT ADELAIDE" will be despatched about 18th February.
S.S. "GHAZEE" will be despatched about 4th March.
For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 4th January, 1896. [75]

Shipping.

STRAMERS.

"GLEN" LINE OF STEAM PACKETS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"GLENFARG." Captain Selby, will be despatched as above on or about WEDNESDAY, the 15th instant, instead of as previously notified.
This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, 11th January, 1896. [1793]

"BEN" LINE OF STEAMERS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship
"BENLOMOND." Captain McIntosh, will be despatched as above on or about the 17th instant.
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.
Hongkong, 3rd January, 1896. [168]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.
CHINA AND JAPAN.
PROPOSED SAILINGS FROM HONGKONG, 1896.
(Subject to Alteration.)
"MOUNT LEBANON" Saturday ... 14th Jan.
TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.
THE Steamship
"MOUNT LEBANON." will be despatched for VICTORIA, B.C., and PORTLAND, OREGON, via KOBE and YOKOHAMA, on SATURDAY, the 25th January.
Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE; and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.
For further information as to Passage and Freight, apply to SHEWAN & Co., Agents.
Hongkong, 9th January, 1896. [119]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"ACHILLES." Captain Harvey, will be despatched as above on THURSDAY, the 23rd instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th January, 1896. [96]

SAILING VESSELS.

FOR NEW YORK.
THE 3/3 A.L. American Ship
"JOHN R. KELLEY." Captain Chapman, having arrived, will leave here for the above Port, and will have quick despatch.
For Freight, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, 21st November, 1895. [1608]

FOR SAN FRANCISCO.
THE 100 A.L. British Ship
"BRODICK CASTLE." Ferguson, Master, will leave here for the above Port, and will have quick despatch.
For Freight, apply to SHEWAN & Co., Agents.
Hongkong, 6th December, 1895. [1602]

FOR NEW YORK.
THE 3/3 A.L. American Ship
"DANIEL BARNES." Rogers, Master, will leave here for the above Port, and will be despatched on or about the 20th February, 1896.
For Freight, apply to CARLOWITZ & Co., Agents.
Hongkong, 31st December, 1895. [1857]

Consignees.

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BENALDER," FROM ANTWERP, LONDON AND SINGAPORE.
CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whether loaded or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 15th instant or they will not be recognized.
All broken, chipped and damaged Goods are to be sent to the Godown, where they will be examined on the 14th instant at 11 A.M.
No Free Insurance has been effected.
Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.
Hongkong, 10th January, 1896. [119]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896  1896
SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twice Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 22nd January, '96.
"EMPEROR OF INDIA" Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th February, '96.
"EMPEROR OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th March, 1896.
THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Ministers, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Padder's Street. [3]
Hongkong, 26th December, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.
VIA THE OVERLAND RAILWAYS, ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
"Gaelic" (via Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 14th Jan., at Noon, 1896.
"Belge" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 1st Feb., at Noon.
"Coptic" (via Nagasaki, Kobe, Inland Sea & Yokohama) Tuesday, 3rd March, at Noon.

THE Company's Steamship
"GAELIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on TUESDAY, the 14th Jan., 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.
Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until 5 P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.
J. S. VAN BUREN, Agent.
Hongkong, 6th January, 1896. [18]

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.
JEYES FLUID
THE BEST DISINFECTANT
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co., Bath Buildings.
Hongkong, 10th Jan., 1896. [19]

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
"City of Peking" (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 25th January, at Noon, 1896.
"China" (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 8th Feb., at Noon, 1896.
"Peru" (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 22nd Feb., at Noon.

THE U. S. Mail Steamship
"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 25th Jan., 1896, at Noon, taking Passengers, and Freight for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rates.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, and value of same is required.
Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, PRINCE CENTRAL.
J. S. VAN BUREN, Agent.
Hongkong, 6th January, 1896. [11]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRINCE CENTRAL, HONGKONG.
SOAP MANUFACTURERS.
SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAHLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 10th Jan., 1896. [16]

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.
THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.
HONGKONG TO LONDON \$400.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSE carried.
HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA \$225.
Rates of Passage to other Points on application.
Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

Tacoma 2,549 | Thursday ... Jan. 23.
Victoria 3,167 | Tuesday ... Feb. 11.
Hankow 3,594 | Tuesday ... Mar. 10.
Tacoma 2,549 | Tuesday ... April 7.
THE Steamship
"TACOMA." Captain Crawford, sailing at Noon, on THURSDAY, the 23rd January, will proceed to VICTORIA, B.C., and TACOMA, Wash., via SHANGHAI, KOBE and YOKOHAMA.
Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.
Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.
Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
For further information as to Passage or Freight, apply to DODWELL, CARLILL & Co., General Agents.
Hongkong, 6th January, 1896. [4]

NORDDEUTSCHER LLOYD. NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)
Karlsruhe Tuesday ... 4th Feb.
Prinz Heinrich Tuesday ... 3rd March.
Prinzess Tuesday ... 1st March.
Sachsen Tuesday ... 28th April.
Karlsruhe Tuesday ... 26th May.
Prinz Heinrich Tuesday ... 23rd June.
ON TUESDAY, the 4th day of February, 1896, at 4 A.M. the Company's Steamship "KARLSRUHE," Captain H. Walter, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON on SATURDAY, the 1st Feb. Cargo and Speeds will be received on board until 5 P.M. on MONDAY the 3rd Feb., and Parcels will be received at the Agency's Office until NOON on MONDAY, the 3rd Feb. Contents of Packages are required. No Parcel Receipts will be signed for less than 25-50 and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.
Linen can be washed on board.
For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 13th January, 1896. [188]

RICKMERS LINE.
REGULAR MONTHLY SERVICE FROM BREMEN, MIDDLESBRO, ANTWERP AND HAMBURG, VIA SUEZ CANAL TO PEXANG, SINGAPORE, HONGKONG, SHANGHAI, HIOGO AND YOKOHAMA, FROM HOME.
PROPOSED SAILINGS OF THE NEW ELBAUNT STEAMERS OF THE RICKMERS LINE, RICEHILLING, SHIPWORTH AND SHIPBUILDING COMPANY OF BREMEN. (SUBJECT TO ALTERATION.)
Dorothea Rickmers 3,846 | December.
Doris Rickmers 3,700 | January.
Maria Rickmers 5,500 | February.
Helen Rickmers 3,213 | March.
Sophie Rickmers 3,249 | April.
Elise Rickmers 5,500 | May.
Blanche Rickmers 5,500 | June.
FROM THE EAST.
VIA SINGAPORE, TO HAVRE, BREMEN AND HAMBURG, and other Continental Ports, if sufficient Inducement offers.
(Taking Cargo, at through rates to ANTWERP, AMSTERDAM and ROTTERDAM.)
PROPOSED SAILINGS. (SUBJECT TO ALTERATION.)
Dorothea Rickmers 3,846 | February.
Doris Rickmers 3,700 | March.
Maria Rickmers 5,500 | April.
Helen Rickmers 3,213 | May.

THE Steamers are all FIRST-CLASS RISKS and are supplied with all the modern Appliances and powerful Engines.
For further Particulars, apply to ARNOLD, KARBURG & Co., Agents.
Hongkong, January, 1896. [98]
Printed and Published by CHESNEY DUNCAN at No. 6, Padder's Hill, in the City of Hongkong.